



*Grace Crunican, Director*

## From the Director

SDOT's second quarter proved that tomorrow's transportation system is taking shape today. As the quarter unfolded, major projects that are integral to the future City and regional transportation system reached significant milestones. 21st Century technology began appearing on our sidewalks and staff implemented programs to preserve and maximize SDOT's assets now and into the future.

SDOT made noteworthy strides on many major projects. From kicking-off the Rainier Valley Link light rail construction to reaching resolution on a nine-party agreement that makes way for construction of the City's SR 519 Surface Street Improvements, these projects will provide vital connections between communities and the region.

SDOT began installing its new high-tech parking Pay Stations that utilize wireless technology. Not only are the user-friendly pay stations more efficient, but they also take up less pedestrian space. In 2004, 500 Pay Stations will be installed in the highest use areas in and adjacent to downtown.

The department also brought on an Emergency Preparedness Officer to address and plan for the protection of our transportation system against the threats of potential natural or manmade disasters. Providing another aspect of being prepared, staff assessed the department's resources to better meet the current and future needs of a top-notch transportation system. As resources become more and more constrained it is critical that we become more creative with what we have.

Once again, this quarter highlighted SDOT's commitment to make the most of the City's transportation system while facing challenging funding constraints. We're making progress in the present toward the future.

## New in SDOT

### SDOT Prepares for Emergencies

Through federal funding from an Urban Areas Security Initiative grant, SDOT hired David Schneider, an expert in disaster readiness, for the newly-created position of Emergency Preparedness Officer. The new officer will ensure SDOT's compliance with federal and state laws, and compatibility with the City and County emergency plans. He will further prepare SDOT by assisting with planning and coordination of employee disaster simulation exercises.

### Waterborne Paint Saves Money, Protects the Environment

SDOT replaced its old paint trucks with trucks capable of dispersing waterborne paint. The new trucks use low-odor paint that is safer for crews to use and generates no hazardous waste, translating into significant savings as no paint must be collected, stored, shipped or disposed of for a fee. The paint is also more durable and paint lines must be replaced less frequently.

### Parking Pay Stations Launched

Mayor Greg Nickels assisted with the unveiling of SDOT's new, user-friendly Pay Station parking technology that benefits both the City and the public with improved convenience, predictability and reliability. Over the next three years, SDOT will replace most the City's 9,000 aging single-parking meters with 1600 Pay Stations. Pay Stations are automated kiosks that issue receipts for purchased parking time and enable the City to track revenue, usage and maintenance data. Pay Stations will accept coins, credit and debit cards, and, ultimately, high-tech "smart cards." Some of the machines will eventually be programmed to also communicate in Spanish and Chinese.

### First Pavement Management Report Released

SDOT released its Pavement Management Report, the first of a planned series of analyses of department assets. On average, the report found that Seattle's arterial streets are in good condition, but many street surfaces are crumbling due to the lack of an annual investment fund for maintenance. The current amount of deferred maintenance is estimated to be approximately \$310 million and projected to increase to \$560 million within ten years at the present level of investment. This report provides support for Mayor Nickels' statewide effort to pressure the Legislature for more local government funding tools for transportation improvements.

### Department Reorganization Promotes Efficiency

SDOT's Neighborhood Transportation Services, nationally recognized for its traffic circle program and other traffic calming measures, has been reorganized into the Traffic Management section. This regrouping means that traffic calming employees are now directly integrated into the day-to-day street system operations.

# By the Numbers

Figures may fluctuate from quarter to quarter due to weather, and the seasonal nature and cost of the work at the time.

Areaways repaired or historically restored .....	N/A
Bike maps requested/issued .....	5,012
Bike racks installed .....	15
Bridge repairs made (YTD) .....	172
Bridges painted (YTD) .....	N/A
Construction/special event traffic control plans developed/approved (YTD) .....	900
Curb bulbs installed .....	11
Curb ramps constructed .....	190
Curb ramps retrofitted .....	196
Lane miles paved .....	19.36
Lane miles painted .....	405.6
New marked crosswalks installed .....	N/A
Pay Stations installed .....	103
Potholes filled* .....	22,002
Pedestrian crossing improvements completed .....	8
Pedestrian lights installed .....	61
Pedestrian and bicycle spot improvements completed .....	8
Pedestrian walkway improvements (YTD) .....	4
SDOT public website visits .....	245,704
Sidewalk blocks rehabilitated .....	20.31
Speed humps/chicanes/other constructed .....	N/A
Stairways rehabilitated (YTD) .....	10
Street Use permits issued .....	8,805
Street trees planted .....	278
Traffic circles installed .....	4
Traffic signals optimized .....	52
Traffic signs installed .....	522
Traffic signs maintained .....	5022
Grants/appropriations/authorizations received (YTD) .....	\$9,035,000
Grants/appropriations/authorizations submitted for future funding (YTD) .....	\$184,789,000
Percentage of contracts issued to women and minority business enterprises (YTD) .....	13.1%

\*First quarter number updated and revised to 19,550.

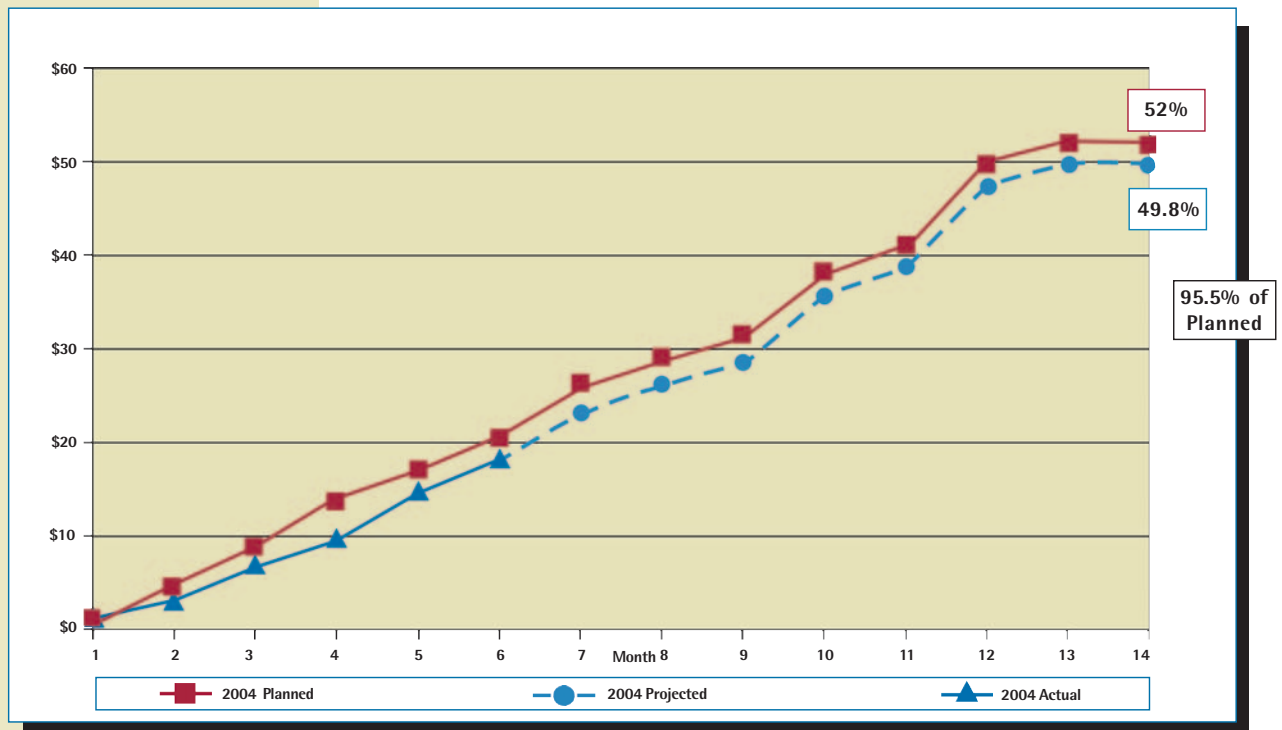
# 2004 Capital Project Status

Most capital improvement projects are multi-year in nature. The graph below is a snapshot of the expenditure plan SDOT proposed for 2004. The graph indicates that the projects in the capital program are reaching their expenditure goal 95.5 percent of the time.

The project breakouts on the following pages show expenditures from prior years through June 2004. The budget amounts reflect available funding for the life of the project, as published in the 2004 Adopted Capital Improvement Program (CIP). The few annual programs identified separately reflect only planned 2004 budgets and costs through June 2004.

## Dollars Spent vs. Resources

Percentage of local dollars spent  
(in millions)



## General Notes for 2003 Capital Project Reports

Budgeting for a specific planning phase was not a routine practice until preparation of the 2004 Transportation Capital Improvement Program (TCIP). Some projects did identify a planning stage and costs have been tracked for planning.

Data for planned total cost are linked to the 2004 adopted TCIP; data for the life-to-date costs are as of the end of June.

Management of the TCIP requires adjustments among project spending plans to maintain overall progress.

# 2004 Capital Project Status

	2004 Capital Improvements Project Costs Detailed by Phase <i>Data as of June 30, 2004</i>									
Project Title	Status	Planning		(includes environmental and acquisition) Design		(includes close out) Construction		Total Project Cost		Comments
<i>(\$ figures in thousands)</i>	P=Planning D=Design C=Construction C/O=Closed out	Plan	Actual	Plan	Actual	Plan	Actual	Plan	Actual	
12th Avenue Neighborhood Improvements Project	P D C	0	0	321	378	1,554	1,526	1,875	1,904	This project has reached substantial completion.
14th Avenue S Street Improvements	P D C	37	87	183	0	1,292	0	1,512	87	This new Transportation Improvement Board-funded project may be put on hold due to budget constraints.
35th Avenue SW Signal & Street Improvements	P D C/O	71	0	607	678	3,605	3,590	4,283	4,268	This project is in construction closeout.
35th Avenue NE Street Improvements	P D C	25	0	1,000	1,102	8,000	216	9,025	1,318	This project will begin construction in 2005; schedule delays occurred when federal funds were added to the project to relieve budgetary pressures.
5th Avenue NE Improvements	P D C	17	65	400	220	1,750	0	2,167	285	This project is now in design.
Alaskan Way Viaduct/ Seawall Environmental Impact Statement Study	P D C		110	21,325	8,464		0	21,325	8,574	The Environmental Impact Statement is underway and a draft will be published in 2004.
Arterial Asphalt & Concrete Program	P D C		0	502	130	4,839	2,403	5,341	2,533	2004 program only.
Aurora Transit Improvements	P D C	0	90	2,697	177	3,600	0	6,297	267	The department is conducting a route study prior to starting detailed design.
Belltown/Queen Anne Connections - Thomas St.	P D C	50	27	827	35	2,069	0	2,946	62	This project is funded with Shoreline Park Improvement Funds and Parks levy funds.
Burke-Gilman Trail	P D C	380	0	4,693	3,052	9,020	387	14,073	3,439	Project is from 8th Ave NW to Golden Gardens; the portion from the Locks to NW 60th will start construction in late 2004.
Chief Sealth Trail	P D C	15	0	729	253	4,515	0	5,259	253	In cooperation with Sound Transit and its Link light rail contractor, this project has been accelerated and construction will be underway in the summer of 2004.
Duwamish Intelligent Transportation Systems	P D C	851	0	962	1,495	3,520	518	5,333	2,013	Construction will begin in 2004. Early construction expenditures accommodated business requests and coordination on Spokane Street.
Earthquake 2001 Federal Highway Administration	P D C	39	39	2,519	2,690	9,115	7,824	11,673	10,553	SDOT will complete the last earthquake repair work in 2004.
Elliott Avenue W (15th Avenue)	P D C	0	0	827	498	3,048	39	3,875	537	This project was deferred indefinitely because of budget/revenue constraints.
Enhanced Traffic Management Center	P D C C/O	289	0	638	753	1,010	1,001	1,937	1,754	This project is closed out.
Fremont Bridge Approaches	P D C	1,037	782	4,393	2,559	25,320	0	30,750	3,341	A Type, Size and Location study has been concluded and the project is in design; additional scope has been added to the design. Design is at 60% and construction is scheduled for early 2005.
Interurban Trail North	P D C	158	0	249	333	911	0	1,318	333	This project will go to construction in late 2004.
Lake City Way Multi-Modal	P D C	709	709	1,686	1,779	8,307	2,670	10,702	5,158	WSDOT paved the corridor in 2001 and SDOT expects to begin construction in the 4th Qtr. of 2004. SDOT has reached a compromise with community business interests on access issues.

# 2004 Capital Project Status

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Lake Union Ship Canal Trail - Phase II	P D C	166	166	2,039	1,642	3,010	0	5,215	1,808	This budget does not include costs on the already-constructed Phase I. The department purchased the railroad right of way in the 4th Qtr. 2003.	
Leary Way	P D C	66	66	341	614	2,614	1,222	3,021	1,902	This project advertised in 4th Qtr. 2003 and is in construction.	
Magnolia Bridge Replacement Project	P D C	2,930	1,699	11,256	1,057	100,000	0	114,186	2,756	This project is conducting an Environmental Impact Statement to reach a Record of Decision in late 2004.	
Mercer Corridor Project	P D C		1,178	29,402	6,282	70,015	1	99,417	7,461	SDOT will retain a consultant to prepare an Environmental Impact Statement for the Mercer Corridor. This is anticipated to take 18 to 24 months and will begin in 2004.	
Monorail Implementation Plan		1,455	1,455	0	0		0	1,455	1,455	The Monorail Implementation Plan is proceeding on schedule.	
North Queen Anne Drive Bridge Seismic Retrofit	P D C	124	50	206	377	870	0	1,200	427	This Federal Emergency Management Agency hazard mitigation project is in design and will go to construction in 3rd Qtr. 2004	
Phinney Avenue N/ Fremont Avenue N/ N 50th Street Arterial Improvements	P D C	50	23	411	513	3,482	265	3,943	801	This 2004 proposed Capital Improvement Program has full funding for the project (\$3.9 m). Design will be completed and construction will start in 2005.	
Princeton Bridge Replacement Project	P D C C/O	0	0	433	437	2,040	2,148	2,473	2,585	This project is in construction closeout.	
Retaining Wall Replacement Program	P D C	0	0	275	136	818	623	1,093	759	Dollars are for 2004 only; no prior years are reported.	
South Jackson Arterial Improvement Program	P D C	15	15	263	295	1,268	0	1,546	310	Project construction start deferred to 2005 due to budget constraints.	
Spokane Street Viaduct	P D C	0	0	8,350	8,111	16,103	16,301	24,453	24,412	This combines work on the lower Spokane roadway and the Spokane Street Viaduct, but does not include construction estimates for the overall viaduct widening. Funding shortfalls have delayed construction. SDOT is currently revising existing designs to coordinate with the Alaskan Way Viaduct and working with state agencies to assemble a full-funding package.	
SR 519 Surface Street Improvements	P D C	50	7	2,436	4,162	11,478	373	13,964	4,542	Dropping Phase II of SR 519 required design changes to better accommodate the operations of the Port of Seattle and Washington State Ferries.	
SR 520 Project	P D C		46	810	81		0	810	127	WSDOT is moving forward on the Environmental Impact Statement for four-six lane options to replace the 520 bridge. SDOT is working with WSDOT and neighborhoods on the traffic impacts.	
West Seattle Swing Bridge Cylinders	P D C	317	321	400	946	1,883	948	2,600	2,215	Design approach was modified to prequalify bidders for construction. This shifted costs from construction phase into design. Construction and installation of the new cylinders are nearly completed.	
West Lake Union Trail	P D C C/O	281	281	641	641	3,600	4,141	4,522	5,063	Overrun attributable to unanticipated field conditions; project is in construction close-out.	

# Major Projects Update

## Alaskan Way Viaduct & Seawall Project

*Planning* *Design* **Construction**

The Draft Environmental Impact Statement comment period ended on June 1. More than 650 members of the general public, businesses, interested organizations and public agencies submitted comments which will be analyzed and responded to in the Final Environmental Impact Statement to be issued in December, 2005. Officials from the City, the State and the Federal Highway Administration are expected to announce the preferred replacement alternative by the end of this summer. SDOT continues to work closely with the U.S. Army Corps of Engineers and expects to begin a feasibility study to create the foundation for possible Corps collaboration on the Seawall replacement this August.

## Fremont Bridge

*Planning* **Design** *Construction*

As scheduled, the design team reached its 60 percent design milestone for the approach replacement and electrical/mechanical upgrade work in April. The second public open house was held on May 12 with well over 100 citizens reviewing and commenting on the plans. The staff initiated property negotiations and is making good progress on obtaining all necessary environmental permits. SDOT selected a preferred concept for the Bridge Maintenance Shop and is negotiating for design services to provide contract documents for the concept.

## King Street Station Transportation Center

*Planning* *Design* *Construction*

SDOT is working with the Washington State Department of Transportation to bring the historic King Street Station back to its former glory and to accommodate the multi-modal demands that will make this site the busiest transportation hub in Seattle. Renovations have begun on selected areas of the Station, including improvements to the passenger waiting room and restrooms. Additional renovations will continue along with a larger planning effort to envision the redesign of the transportation elements as well as the surrounding area and its potential for development.

## Central Link Light Rail

*Planning* *Design* **Construction**

Sound Transit's light rail construction is now underway in Beacon Hill, Rainier Valley, South Downtown and Downtown. Utility relocation work began downtown on Pine Street in advance of the construction of the tunnel extension scheduled to begin later this year. In South Downtown, construction began on a ballast wall along the E-3 Busway; foundations were installed for the aerial structure along South Forest Street; and pile driving began at the future Maintenance Base site. Preparation began at the site of the future Beacon Hill station, while a \$300 million construction contract was awarded for the Beacon Hill tunnel, station, and McClellan aerial guideway. Sound Transit and the City kicked off the start of the Rainier Valley light rail construction on June 8.

## North Link Light Rail

*Planning* *Design* *Construction*

On May 20, the Sound Transit Board of Directors chose a preferred route for extending link light Rail from downtown Seattle to Northgate. The Board directed Sound Transit staff to continue studying, through 30 percent design, two routes, Eighth Avenue Northeast and 12th Avenue Northeast, between the Roosevelt neighborhood and Northgate to provide more information before making a decision on which route to follow for that segment of the line.

## Magnolia Bridge Replacement

*Planning* *Design* *Construction*

SDOT continued work on the Draft Environmental Impact Statement (DEIS) for replacing the Magnolia Bridge. One alternative for replacing the bridge was dropped from review because of insufficient traffic capacity. SDOT added another alternative, which was next in order of priority among the alternatives originally considered for the DEIS. All of the studies required for the DEIS are now being revised to reflect the change of alternatives thus extending the date for publication of the DEIS from Fall 2004 to Spring 2005.



# Major Projects Update

## Mercer Corridor

Planning

Design

Construction

SDOT completed an initial screening of the proposed alternatives for the Mercer Corridor Project. The screening evaluated three alternatives: two-way Mercer Street with a narrow Valley Street, realigned Fairview/Valley Streets with a Roy Street underpass, and an expressway alternative. The evaluation rated the alternatives across eight objectives aimed at supporting and shaping the development of the South Lake Union neighborhood and maintaining Mercer Street as a principal arterial. The screening results will be used to decide which alternatives to move forward in the Environmental Assessment. This summer, SDOT will present recommendations to the City Council and begin the required environmental documentation.

## Monorail

Planning

Design

Construction

The City Council approved legislation proposed by the Mayor establishing the alignment and station locations and authorizing an agreement granting the use of City streets and property for the Seattle Monorail Green Line Project. The 14-mile monorail system links Ballard and West Seattle, including the downtown Urban Center and industrial centers in SODO and Interbay. SDOT is directing an interdepartmental monorail implementation program which includes coordinating environmental review, station area planning, reviewing design, permitting and public works services.

## South Lake Union Streetcar

Planning

Design

Construction

The proposed South Lake Union Streetcar will provide local transit service to nearby communities and downtown; connect to the regional transit system; encourage economic development; and help create vibrant neighborhoods along the route. A streetcar feasibility analysis was completed in June that identifies the South Lake Union route as the most promising of the routes reviewed. The analysis also validated the project cost estimate and provided ridership estimates showing the route would serve more than one million passengers by 2020.

## Spokane Viaduct Widening

Planning

Design

Construction

Due to the high cost of widening the entire structure at once, SDOT will phase the construction of the Spokane Viaduct. Phase 1 will include widening the structure from just east of 1st Avenue South to the Harbor Island off-ramp west of SR 99 and also constructing a new 1st Avenue on/off-ramp. In June, the project received a federal grant of nearly \$7 million for Phase 1. Design work will re-start this fall with Phase 1 construction starting in 2006, pending funding. Phase 2 will complete the viaduct widening east to the I-5 interchange; and if funding allows, a new 4th Avenue eastbound HOV off-ramp will be added to the project to facilitate bus access to downtown Seattle.

## SR 519 Phase 1 Surface Improvements

Planning

Design

Construction

The SR-519 Phase 1 Surface Street Improvement Project incorporated scope additions requested by Burlington Northern Railroad and Washington State Ferries (WSF). SDOT secured the needed right of way for the project and obtained State certification. A re-evaluation of the State's Environmental Assessment (EA) was recently completed and is circulating for approval. Along with the SDOT design file, the EA should be approved in July. SDOT developed a term permit for ferry queuing under the Alaskan Way Viaduct with the WSF. City Council is expected to approve the plan in July. SDOT staff anticipates advertising for contract bids during the summer.

## SR 520

Planning

Design

Construction

The Washington State Department of Transportation began environmental analysis of the project's alternatives. The eight-lane alternative was shelved because the subsequent increases to I-5 traffic from 520 would require considerable expansion of I-5. Further environmental analysis of the eight-lane alternative will not be included in the Draft Environmental Impact Statement (DEIS), scheduled for completion by mid 2005. The remaining options are the no-build, four-lane (two general-purpose lanes in each direction) and the six-lane (two general-purpose and one HOV lanes in each direction). SDOT continues to work with the Local Impact Committee to examine ways to improve the project's design to reduce its impact on Seattle neighborhoods. Preliminary reports of the DEIS will be reviewed by various City departments in the third and fourth quarters of 2004.

(continued on page 8)

# 2004 Major Projects Update & Map

## I-90 Two-Way Transit & HOV Operations

Planning Design Construction

In June, Seattle City Council approved an ordinance authorizing the Mayor to sign an amendment to the 1976 Memorandum of Agreement for I-90. The amendment solidifies regional consensus on the key principles for moving forward with transit improvements to I-90. The amendment provides that the ultimate configuration includes high capacity transit in the current center roadway, with three general-purpose lanes and one High Occupancy Vehicle (HOV) lane in each direction on the outer roadways. Alternative R-8A, which would add HOV lanes to the outer roadways, was approved as an important first step toward this ultimate configuration. Bellevue City Council approved this same amendment earlier this summer and approvals are due from the King County Council, the Mercer Island Council, and the Sound Transit Board in July and August.

- 1 Alaskan Way Viaduct & Seawall
- 2 Fremont Bridge
- 3 King Street Station
- 4 Magnolia Bridge
- 5 Mercer Corridor
- 6 Monorail
- 7 Link Light Rail
- 8 South Lake Union Streetcar
- 9 Spokane Street Viaduct Widening
- 10 SR-519
- 11 SR-520
- 12 I-90



Greg Nickels, Mayor